CHAPTER 14

PREPARATION AND SHIPMENT OF MATERIAL

Material movement, as discussed in this chapter, is the shipping of material from one geographical area to another. It does not include local deliveries to and from supported activities.

A lot of material moves daily in support of naval operations. This represents a substantial en route dollar value. Many of the en route items affect to some degree the operational capabilities of naval activities. Material movement is an essential link in the chain of supply support. As a result of improper documentation and marking, shipments are delayed, misrouted, or lost. Man-hours are lost tracing these delinquent shipments. More important, the lack of critically needed parts may reduce the operational readiness of the intended recipient.

You may become involved in material movement when assigned to the shipping section of a supply department. Also as a member of the supply department duty section, you may be required to ship an urgently required item to a requisitioner. You should be aware of the procedures for documenting and assembling material for shipment. This chapter discusses the procedures for shipping material using the Department of Defense Transportation System (MILSTAMP) commercial carriers, and mail. Packing and marking of material for shipment and safety requirements are also discussed.

TERMS

This chapter contains tams about the shipment of material with which you may not be familiar. These terms are found in the glossary of this TRAMAN.

SHIPPING ACTIVITY RESPONSIBILITIES

The DOD MILSTAMP prescribes the shipping activity's responsibilities and procedures for preparation, documentation, and clearance of shipments. In general, the shipping activity is responsible for the following:

- Planning the shipment.
- Determinating and assigning a transportation priority in accordance with the Uniform Material Movement and Issue Priority System (UMMIPS) and selection of the mode of shipment.
- Accomplishing the functions required in the offering and acceptance procedures for the movement of material.
- Selecting the applicable Transportation Account Code (TAC).
- Preparing shipment documents.
- Maintaining records of the shipment of material.

SHIPPING FORMS

Shipments of material may be made using DD Form 1348, DD Form 1348-1, or DD Form 1149 covering the material. You as the shipper, must maintain a log in the shipping office as your formal record of shipment

The shipping date must also be placed on the transfer document and filed.

The invoice is a very important document. This is because it actually transfers accountability from your ship to the receiver. It lists the items contained in the shipment and shows the price of each item, external markings, weight, and cubic capacity of the package. One copy goes with the shipment and another is sent to the receiving activity.

The Transportation Control and Movement Document (TCMD) is used for shipments made by other than parcel post.

TRANSPORTATION OFFICER RESPONSIBILITIES

NAVSUP Manual, paragraph 52100, authorizes only transportation officers to select the mode of carriage. This authority is restricted to Navy properly being transported within the United States. Also, under this authority the transportation medium to whom a Navy shipment will be tendered for transportation. As used herein, the term "transportation officer" applies to any individual performing traffic management functions at military activities whether or not that is the organization title of the individual. It is not expected that activities will be reorganized to reflect the term "transportation officer." The officers assigned as

described in subparagraphs 1 through 4 are designated as transportation officers as follows:

1. At naval activities having supply organizations, the senior supply officer will be the transportation officer. Or this officer may designate an assistant to act as the transportation officer. At large naval activities, an officer other than the one designated may be the household goods transportation officer.
2. At naval activities having no supply officer, the commanding officer may designate an officer to perform the duties of the transportation officer.
3. The following representatives of the Naval Material Command and their official assistants are designated as transportation officers with respect to material procured or transported through contracts under their administration.
   a Naval plant representatives.
   b. Naval plant technical representatives.
   c. Supervisors of shipbuilding, United States Navy.
   d. Naval Facilities Engineering Command officer in charge of construction.
   e. Coast Guard inspectors of construction, when the Coast Guard is operating as part of the Naval Establishment.
4. Industrial managers, assistant industrial managers, and resident industrial managers of the Naval Ship Systems Command are designated as transportation officers with respect to material procured or transported through contracts under their administration.

MILSTAMP

MILSTAMP provides a means to control the performance of the transportation system from the shipper to the users. It also provides for the efficient use of the Defense Transportation System capabilities. It permits greater efficiency in shipment planning. Documents used are uniform, and the system is compatible with MILSTRIP. A standard transportation priority system is based on the Uniform Material Movement and Issue Priority System (UMMIPS).

MILSTAMP is mandatory for all military services and other agencies using the Defense Transportation System. It does NOT, however, apply to the following:

- Internal shipments on military installations or local area shipments in support of satellite activities.
- MAP (Military Assistance Program) movements arranged by receiving countries, if the DOD Transportation System is not used.
- Shipments by mail.
- Shipments on commercial bills of lading from, to, or between contractor plants.
- Shipments of bulk petroleum products.
- Movement of passengers.

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT

In any material transportation system, there is a need for certain information and data. This is accomplished with the use of a single comprehensive control document. This document is referred to as the Transportation Control and Movement Document, DD Form 1384 or TCMD. The shipper is responsible for preparing the TCMD in its various forms and formats. These include the DD Form 1348, punch card formats, and message formats. (See figure 14-1.) Any DOD activity, fleet unit, government agency, or contractor making authorized shipments within the DTS is required to use TCMDs.

Purpose of a TCMD

The TCMD is a multipurpose document designd to:

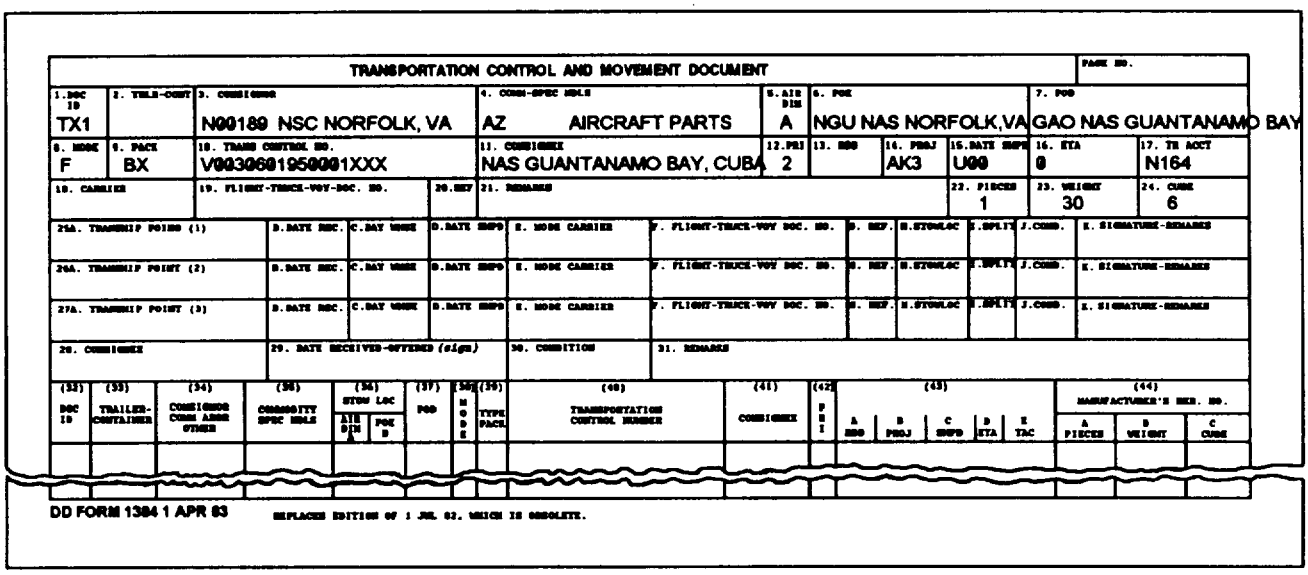
- identify the material in a shipment and provide needed transportation data It takes the place of airbills, Navy cargo documents, and material routing sheets.
- obtain clearance and provide advance notice to intermediate transshipment points that a shipment is to be expected.
- provide the information needed to trace a shipment.

Contents of TCMDs

Prime Shipment Unit TCMD Data Elements are shown in figure 14-2. MILSTAMP provides an explanation of how to prepare the TCMD.

Assignment of TCN

At this time, the shipment's unique identifying number, the Transportation Control Number (TCN) is determined and entered on the TCMD as described in MILSTAMP. The TCN is a 17-digit number.



TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT

1. DOC ID	2. TRLR-CONT	3. CONSIGNOR	4. CONS-SPEC HDLG	5. AIR DIR	6. POE	7. POD
TX1		N00189 NSC NORFOLK, VA	AZ AIRCRAFT PARTS	A	NGU NAS NORFOLK,VA	GAO NAS GUANTANAMO BAY

8. MODE	9. PACK	10. TRANS CONTROL NO.	11. CONSIGNEE	12. PRI	13. RDD	14. PROJ	15. DATE SHPD	16. ETA	17. TR ACCT
F	BX	V00306019500001XXX	NAS GUANTANAMO BAY, CUBA	2		AK3	U00	0	N164

18. CARRIER	19. FLIGHT-TRUCK-VOY-DOC. NO.	20. MST	21. REMARKS	22. PIECES	23. WEIGHT	24. CUBE
				1	30	6

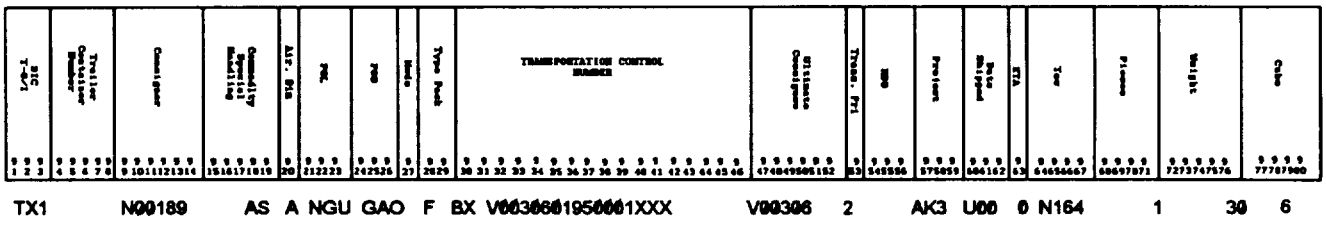
	B. DATE REC.	C. DAY WEEK	D. DATE SHPD	E. MODE CARRIER	F. FLIGHT-TRUCK-VOY DOC. NO.	G. REF.	H. STOR LOC	I. SPLIT	J. COMB.	K. SIGNATURE-REMARKS
25A. TRANSHIP POINT (1)										
26A. TRANSHIP POINT (2)										
27A. TRANSHIP POINT (3)										

28. CONSIGNEE	29. DATE RECEIVED-OFFERED *(sign)*	30. CONDITION	31. REMARKS

(32) DOC ID	(33) TRAILER-CONTAINER	(34) CONSIGNOR CONS AGENT OTHER	(35) COMMODITY SPEC HDLG	(36) STOR LOC ATK DIV A	(36) STOR LOC POE D	(37) POD	(38) NOSE	(39) TYPE PACK	(40) TRANSPORTATION CONTROL NUMBER	(41) CONSIGNEE	(42) PRI	(43) A RDD	(43) B PROJ	(43) C SHPD	(43) D ETA	(43) E TAC	(44) MANUFACTURER'S REF. NO. A PIECES	(44) B WEIGHT	(44) C CUBE

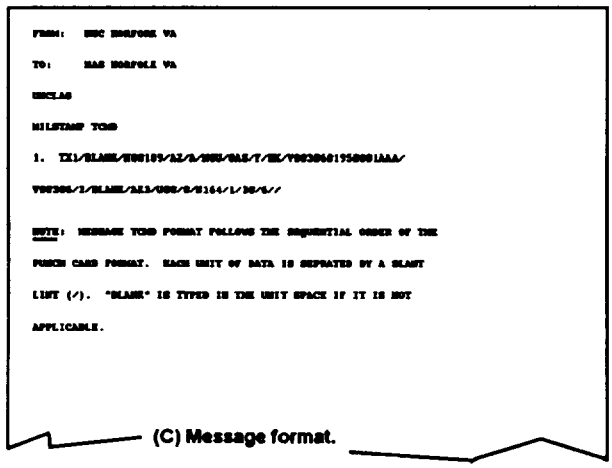
DD FORM 1384 1 APR 83 REPLACES EDITION OF 1 JUL 82, WHICH IS OBSOLETE.

(A) DD Form 1348



TX1 N00189 AS A NGU GAO F BX V00306019500001XXX V00306 2 AK3 U00 0 N164 1 30 6

(B) Punchcard format.



FROM: NSC NORFOLK VA

TO: NAS NORFOLK VA

UNCLAS

MILSTAMP TCMD

1. TX1/BLANK/N00189/AZ/A/NGU/GAO/T/BX/V00306019500001AAAA/

V00306/2/BLANK/AK3/U00/0/N164/1/30/6//

NOTE: MESSAGE TCMD FORMAT FOLLOWS THE SEQUENTIAL ORDER OF THE PUNCH CARD FORMAT. EACH UNIT OF DATA IS SEPARATED BY A SLANT (1ST (/). "BLANK" IS TYPED IN THE UNIT SPACE IF IT IS NOT APPLICABLE.

09NP013A (C) Message format.

Figure 14-1.—TCMD.

REFERENCE LIST FOR
PRIME SHIPMENT UNIT TCMD DATA ELEMENTS

Punch Card Column	DD Form 1384 Block	Data Element	MILSTAMP Reference for Codes
1-3	1	Document Identifier Code	Section I, Appendix B
4-8	2	Container or Trailer Number	Section II, Appendix B
9-14	3	Consignor	Shipping Activity DODAAC, Appendix A
15-19	4	Commodity and Special Handling Code	Section III, Appendix B (water) Section XII, Appendix B (air)
20	5	Air Dimension	Section XIII, Appendix B
21-23	6	POE/APOE Identifier	Section IV, Appendix B (water) Section XIV, Appendix B (air)
24-26	7	POD/APOD Identifier	Section IV, Appendix B (water) Section XIV, Appendix B (air)
27	8	Mode of Shipment	Section XVI, Appendix B
28-29	9	Type Pack	Section XVII, Appendix B
30-46	10	TCN	Appendix K
47-52	11	Consignee	DODAAC of ultimate consignee for shipment. From DD Form 1348-1 or other source document
53	12	Transportation Priority	Appendix L
54-56	13	RDD	DD Form 1348-1 or other source document
57-59	14	Project	DD Form 1348-1
60-62	15	Day Shipped	Section XVIII, Appendix B
63	16	ETA	Section XIX, Appendix B
64-67	17	TAC	Volume II, MILSTAMP
68-71		Pieces	Total pieces in shipment unit
72-76		Weight	Total weight of shipment unit
77-80		Cube	Total cube of shipment unit

09NP0131

Figure 14-2.-Prime Shipment Unit TCMD Data Elements.

CONSOLIDATED SHIPMENTS

When several shipments, each having a TCN, are grouped for a consolidated shipment, the shipping activity selects the TCN having the highest priority or earliest RDD from the individual shipments. That TCN is assigned to the consolidated shipment. Consolidation of shipments and assignments of TCNs are illustrated in figure 14-3.

Routing Shipments in Defense Transportation System

Transportation officers releasing Navy-sponsored shipments for movements from or within CONUS must obtain clearance from the clearance authority shown in the MILSTAMP.

For shipments originating at overseas activities, the transportation officer obtains routing and clearance from either the Navy Air Routing Activity *(NAVSUP Manual,* Volume V) or Navy Sea Cargo Coordinator (NAVSEACARCOR) *(NAVSUP Manual,* Volume V). For fleet units this function is provided by the transhipment activity.

TCMD Distribution

The TCMD is distributed by the shipping activity as prescribed by the MILSTAMP.

TCMD Update

At a transshipment point the TCMD is updated by adding the following data:

- Date the shipment is received.
- Date the shipment is forwarded.
- Mode of transportation to the next point.

A New DD Form 1384 is Prepared

When a transshipment activity consolidates several shipments. The new DD Form 1384 becomes the TCMD for the consolidated shipment. The TCN

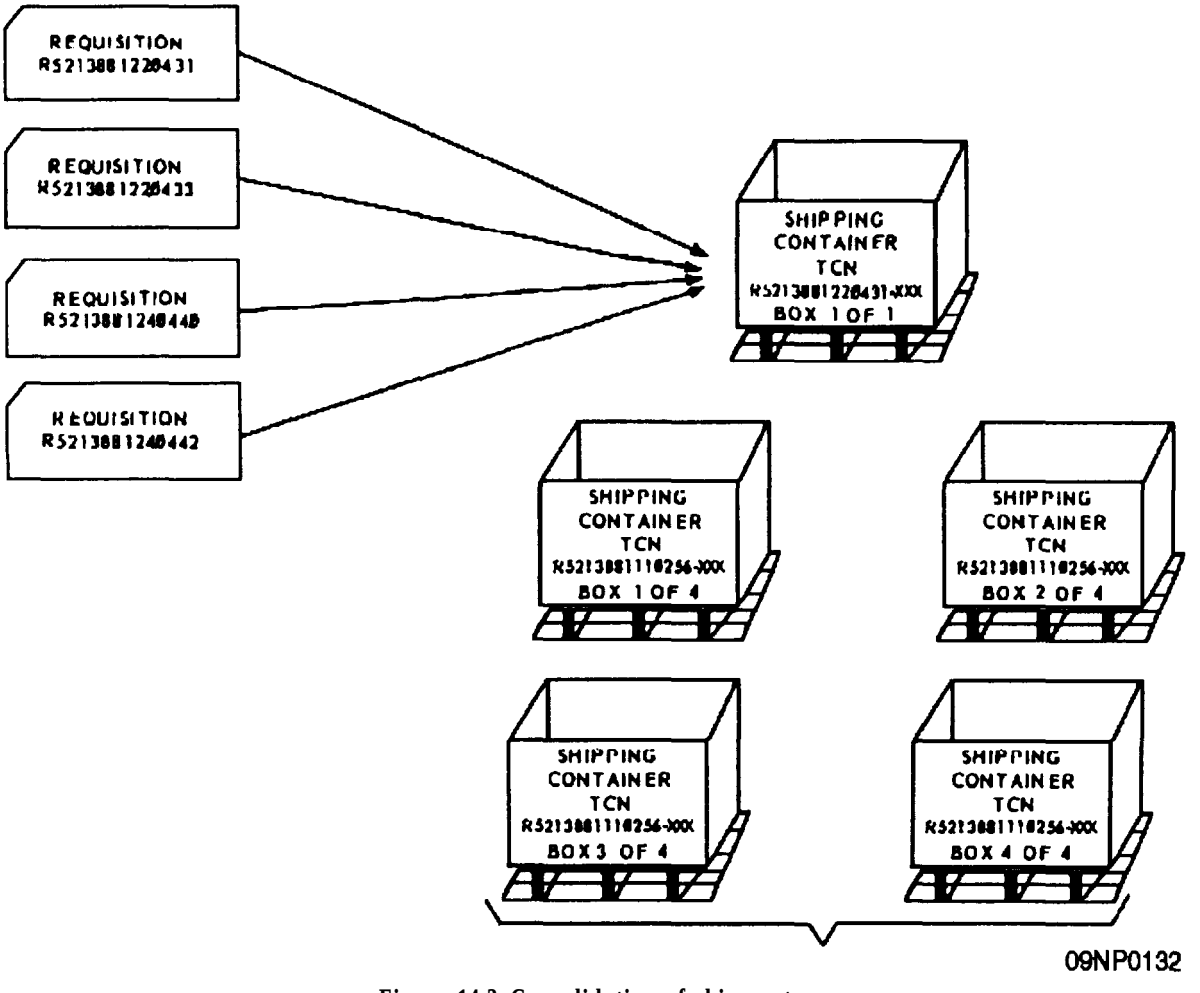


Figure 14-3.-Consolidation of shipments.

assigned in this case is, again, that of the most urgent individual shipment unit involved in the consolidation.

Evaluation of the Transportation System

An Intransit Data Card (IDC) is prepared for each TCMD by the shipping activity. The IDC is then sent to the receiving activity for use in measuring the effectiveness of the transportation system. If a transshipment activity is involved, it completes the IDC as a receiver and prepares a new IDC for the transshipment The IDC is completed by showing the receipt date (and hour for air movements) and is sent to the Central Data Collection Point. Refer to the MILSTAMP for additional information.

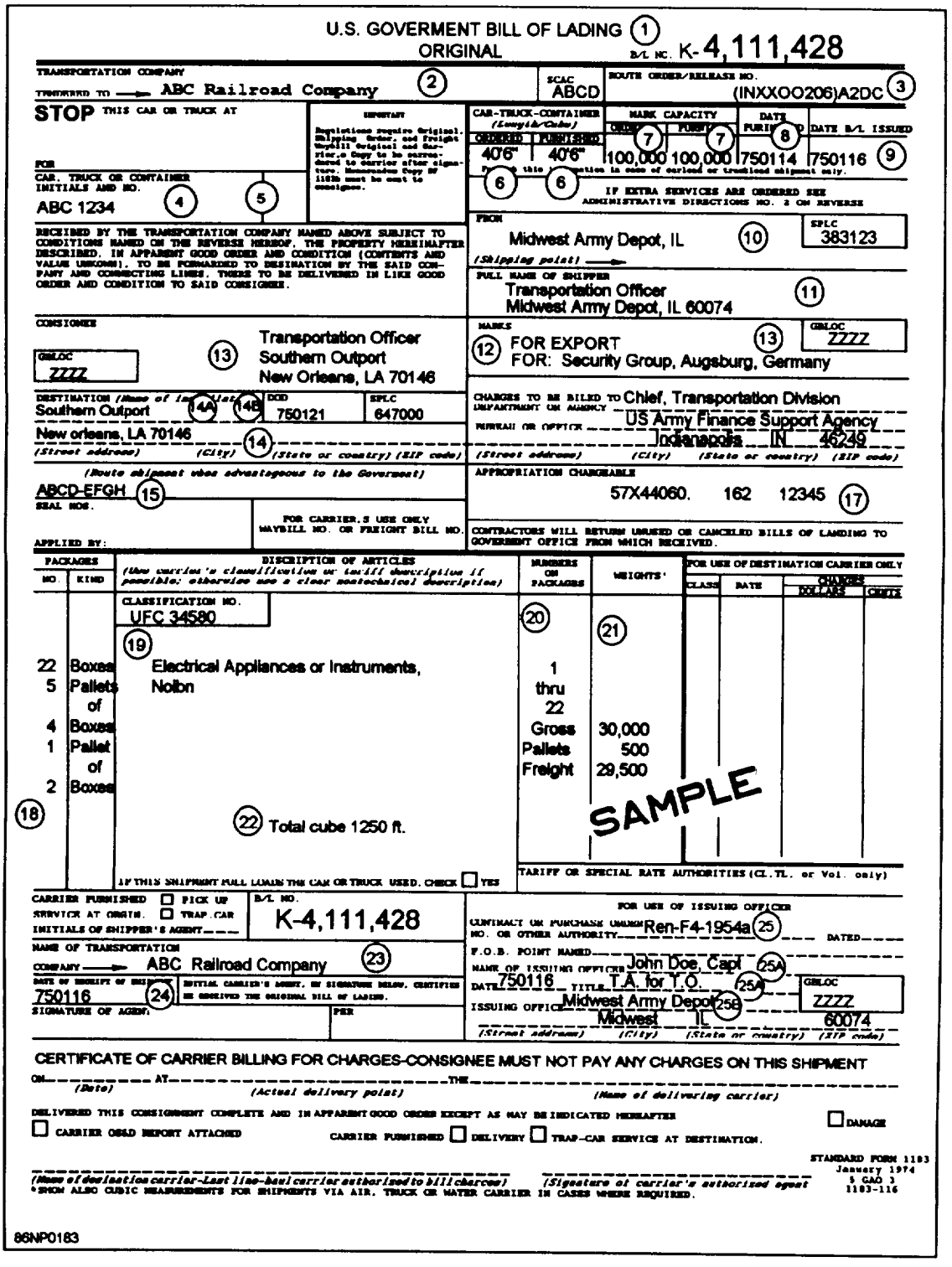


Figure 14-4.-Sample of a Standard Form 1103.

Bill of Lading

Shipments made by commercial carrier to a military transshipment point may be documented on both a government bill of lading (GBL) and a TCMD. The government bill of lading is for the carrier's use as a movement and revenue document to the transshipment point. The TCMD becomes the basic movement control document for the military transshipment point.

GOVERNMENT BILLS OF LADING

The U.S. Government bills of lading (Standard Forms 1103-1 106) and the U.S. Government transit bills of lading (DD Forms 1131-1134) are used to the procurement of commercial (outside of the DTS) transportation services. Only transportation officers are authorized to issue GBLs. An example of a standard form 1103 is shown in figure 144. All copies of this form are receipted by the carrier's name, the date of receipt, and the signature of the carrier's agent. The copies are then distributed as specified in the MILSTAMP. The transit bills Of lading are only used when stopoff in transit privileges are afforded under rail tariffs. They do exit but will not be discussed further in this TRAMAN. Detailed procedures for using the GBL are provided in the *Military Traffic Management Regulations* (MTMR), NAVSUPINST 4600.70

LABELS, TAGS, AND SPECIAL HANDLING CERTIFICATION

The following paragraphs contain information about military shipment labels and tags and the special handling certification requirements.

Military Shipping Labels and Tags

All shipments moving within the DTS require labeling to facilitate the timely movement of material and delivery to the consignee. The shipping activity makes sure that the right marking is applied.

The DD Form 1387 (shipment label) and DD Form 1387-1 (shipping tag), which are illustrated in figures 14-5(A) and 14-5(B) respectively, are examples of the shipment labels and tags required by MILSTAMP. The only difference is that the label is glued to the shipping container while the tag is tied on.

Military Shipment Label (DD Form 1387) and Military Shipping Tag (DD Form 1387-1) are available with a red border (W-inch wide) for transportation priority 1 and a blue border for transportation priority 2. Color identification is not authorized for transportation priority 3. Alternatively a plain form may be used provided the transportation priority number is printed in the appropriate block and the applicable color border is applied with a felt tip marker.

Special Handling Data/Certification

DD Form 1387-2, shown in figure 14-6, is applied to each piece of cargo to be shipped military air (including QUICKTRANS) when it is necessary to identify the characteristics precautionary measures, or special instructions for the safe handling of dangerous, hazardous, or classified material, or other shipments requiring special handling. Refer to List of Items Requiring Special Handling for detailed information in using this form.

Hazardous Material Labeling

The List of Items Requiring Special Handling (LIRSH) identifies hazardous items by national stock number and nomenclature. MIL-STD-755A provides for the selection and application of labels. If the material is not labeled and it is suspected of being hazardous, the HMIS or weapons office should be consulted. Care should be exercised to make sure that ammunition, explosives, and dangerous articles (weapons) are turned in only to activities that are authorized to handle such material. If the item is suspected of being radioactive, immediately consult your safety office. Some of the more common hazardous material labels are briefly discussed in the following paragraphs. Figure 14-7 contains the national stock numbers (NSNs) and form numbers for authorized labels.

FLAMMABLE SOLIDS.— Solid substances other than those classified as explosives, that are liable, may cause fires through friction, absorption of moisture, or spontaneous chemical change. Some examples are magnesium scraps, matches, nitrocellulose base film, rubber, etc.

OXIDIZING MATERIALS.— Substances that yield oxygen readily under certain conditions (such as when heated) to stimulate and/or support the combustion of organic matter. Oxidizing materials include permanganate, sodium nitrite, calcium hypochlorite (bleaching powder), chlorinated lime, etc. In addition, certain items (such as bleaching powders) are not classified as hazardous by the ICC. Because of this, materials identified as oxidizers should be identified with the appropriate label.

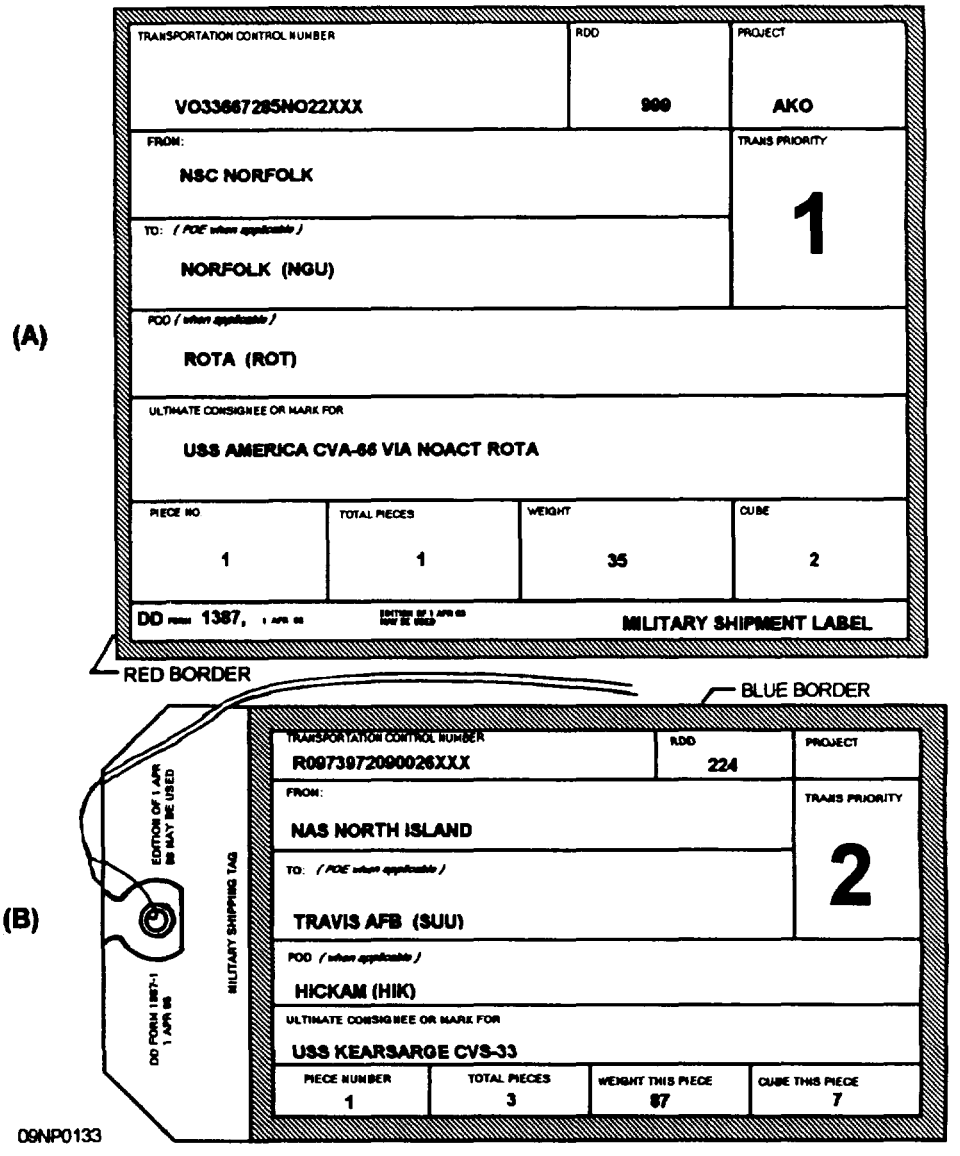


Figure 14-5.-(A) Military Shipment Label, DD Form 1387; (B) Military Shipment Tag, DD Form 1387-1.

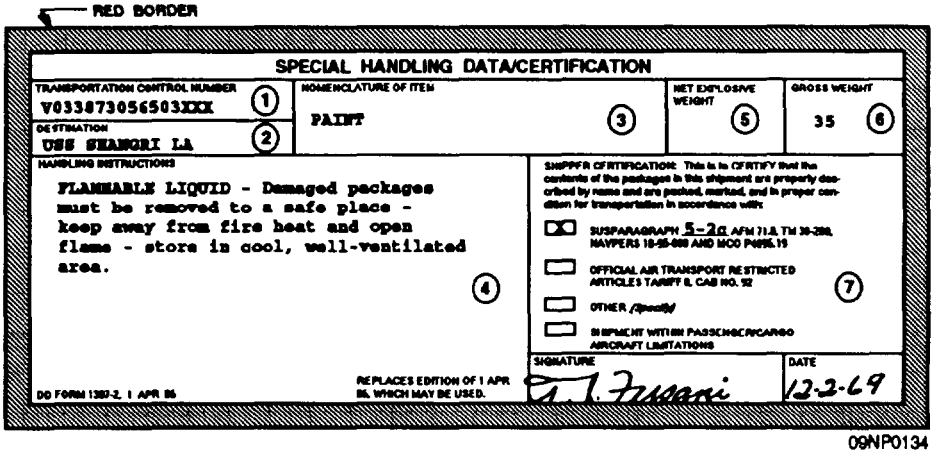


Figure 14-6.-Special Handling Data/Certification, DD Form 1387-2.

FLAMMABLE LIQUIDS.— Liquids having a flash point below 100 degrees F and do not meet one of the compressed gas definitions.

CORROSIVE LIQUIDS.— Acids, alkaline, and other liquids that, when brought into contact with living tissue, will cause severe damage by chemical action. In case of leakage, these substances will materially damage the aircraft structure (in case of air shipment), or will destroy other freight, or cause fire when in contact with organic matter or with certain chemicals. Corrosive liquids include nitric acid, sulfuric acid, battery fluid, etc.

POISONOUS MATERIALS.— Poisonous materials are divided into three classes as follows

1. Class A, Extremely dangerous.
2. Class B, Less dangerous.
3. Class C, Imitating or dangerous to health.

The label for poisonous materials is the same size and shape as the other labels.

HAZARDOUS RADIOACTIVE MATERIALS are identified by labels shown in figure 14-7.

HAZARDOUS MAGNETIC MATERIALS are identified by labels shown in figure 14-7.

INDUSTRIAL CHEMICALS/MATERIALS are identified by MIL-STD Symbol 1341. The MIL-STD symbol is a square label within which is centered a large diamond symbol, segmented into four parts. The top three parts reflect the type of hazard with respect to health, flammability, and reactivity and the lower fourth part reflects the specific hazard of the material, when not specifically describable by any or all of the other three parts. In addition, the categories of health, flammability, and reactivity show numerical degrees of hazard varying from zero (0) through 4 to signify no hazards, slightly dangerous, moderately dangerous, dangerous or extremely dangerous, respectively. (See figure 14-8.)

BASIC CARGO DOCUMENTS

Basic cargo documents are normally prepared by the loading activity. They are used to standardize shipping procedures for military cargo or military-sponsored cargo. These ducuments are:

- Cargo Stowage Plan. (No prescribed form.)
- Cargo Manifest Water. The Navy currently uses Transportation Control and Movement Document (DD Form 1384). Other services use Cargo Manifest (DD Form 1385).
- Cargo Manifest Recapitulation (Water) (DD Form 1386).

The following paragraphs discuss the use of these documents.

Cargo Stowage Plan

A cargo stowage plan is a diagram of a ship's cargo space that shows the location in the ship (on and below deck) of all the cargo aboard. The stowage plan shows accurately the location of cargo by hatches. It also shows the cargo for each port en route, the location of heavy lifts, the capacity and location of ship's booms, remarks on special items of cargo (location and quantity of mail, classified cargo, protected cargo, and so forth).

The stowage plan shows cargo in the lower holds in profile (side view) and cargo on the deck and 'tween deck (top view).

The cargo for each port of discharge is shown on the stowage plan by a different color. If it is not practical to use a color code, the stowage plan may show the location of cargo by cross-checking, shading, or some other means. If all the cargo is for one port, no coding is necessary.

All cargo is shown on the stowage plan in long tons (2240 pounds) and measurement tons (40 cubic feet).

The cargo stowage plan serves much the sane purpose as the stock locator file does in the storeroom. It helps organize loading so that the cargo is accessible for unloading and quickly identifies the location and type of cargo for any given port.

Ocean Manifest

The Transportation Control and Movement Document (TCMD), DD Form 1384, and the Cargo Manifest, DD Form 1385, are commonly referred to as the Ocean Manifest. Each loading activity prepares the manifest to cover all cargo loaded at that point. A separate manifest is prepared for each discharge port, each hatch location, and each consignee.

ADD Form 1384 is shown in figure 14-9 prepared for an ocean manifest.

Cargo Manifest Recapitulation

A Cargo Manifest Recapitulation, DD Form 1386. is a summary of all the cargo loaded into a ship by each shipping activity, as listed in detail on the ocean manifests covering the cargo. This recapitulation shows:

- Name of ship
- Status of the ship

Figure 14-7.—Authorized hazardous material labels.

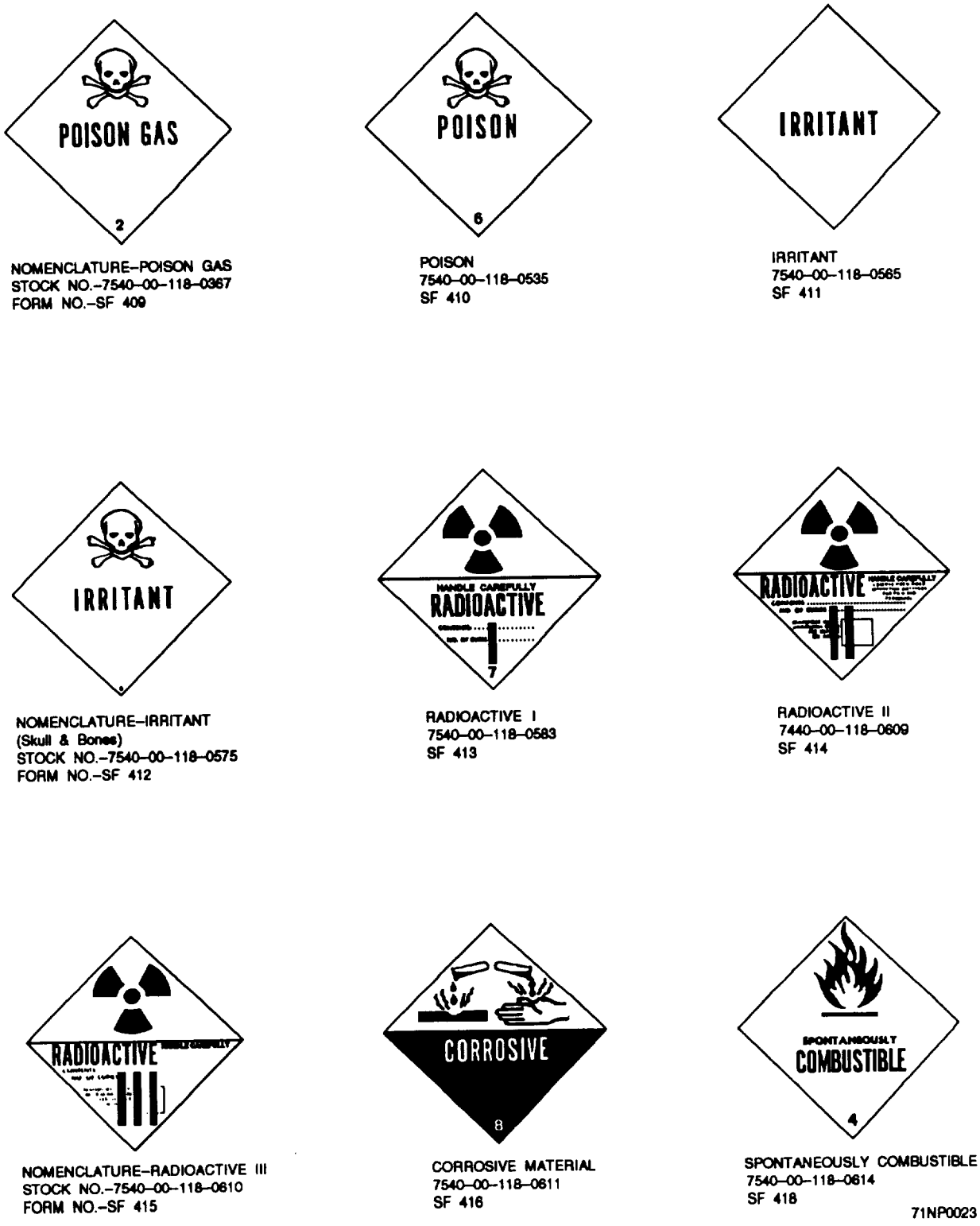


Figure 14-7.-Authorized hazardous material labels—Continued.

- A listing of all heavy lifts by location and destination and a notation to show whether they can be handled by the ship's equipment
- A listing of mail by location and destination
- Total cargo aboard for each service and each port of discharge
- Government-owned dunnage, lashing, and securing gear.

NOMENCLATURE--MAGNETIC
(15 FOOT) 5" X 5"
STOCK NO.–7540–00–139–4757
FORM NO.–OF 75

A

MAGNETIC (15 foot) 10" x 8"
7540–00–139–4758
OF 76

NOMENCLATURE–MAGNETIC
(50 foot) 5" x 4"
STOCK NO.–7540–00–139–4777
FORM NO.–OF 78

B

MAGNETIC (50 foot) 10" x 8"
7540–00–139–4784
OF 79

71NP0024

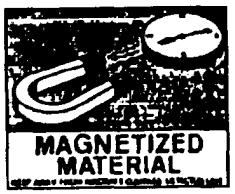
Figure 14-7.—Authorized hazardous material labels—Continued.

FLEET FREIGHT

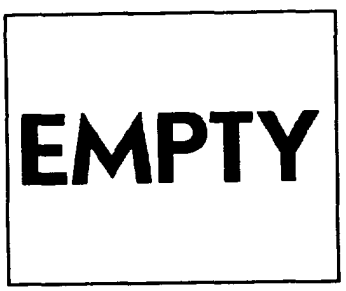
Freight may be defined as material received aboard naval ships for shipment to a specified consignee at another location. The term refers to material carried by other than cargo ships. On ships that are not primarily cargo ships, the supply officer is responsible for the receipt, stowage, and delivery of freight. The same documents, described above, are prepared by the shore activity that delivers the material to the ship.

NOMENCLATURE-DANGER-PELIGRO
FORM NO.-L-20

DANGEROUS WHEN WET
7540-00-118-0880
SF 419

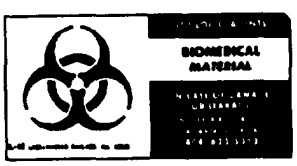


MAGNETIZED MATERIAL
LABELMASTER L-19

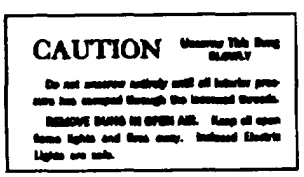


NOMENCLATURE-EMPTY
STOCK NO.-7540-00-118-0613
FORM NO.-SF 417

NOMENCLATURE-HARMFUL
FORM NO.-MCO-20



NOMENCLATURE-ETIOLOGIC AGENTS
STOCK NO.-7540-00-149-0575
FORM NO.-SF 240



BUNG
7540-00-139-4761
OF 77

71NP0025

Figure 14-7.-Authorized hazardous material labels—Continued.

There may be occasions when you will have to assist in receiving, stowing, and distributing freight. As the material and documents are delivered to the ship, a careful piece count must be made. The supply officer is required to receipt for all material accepted as freight. It is not necessary to verify the contents of containers with quantities shown on invoices, but they should be checked for damage and evidence of tempering and/or pilferage.

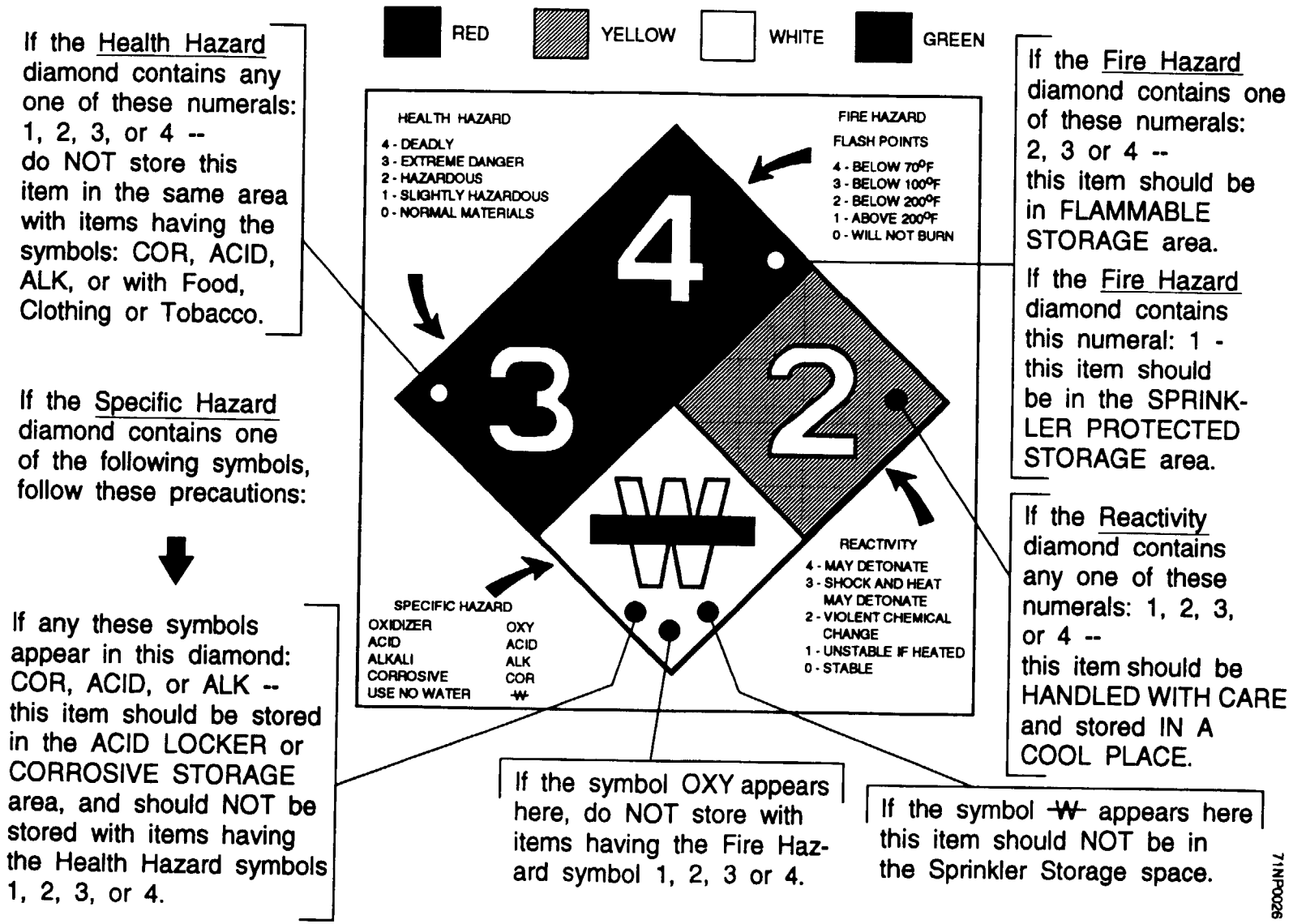
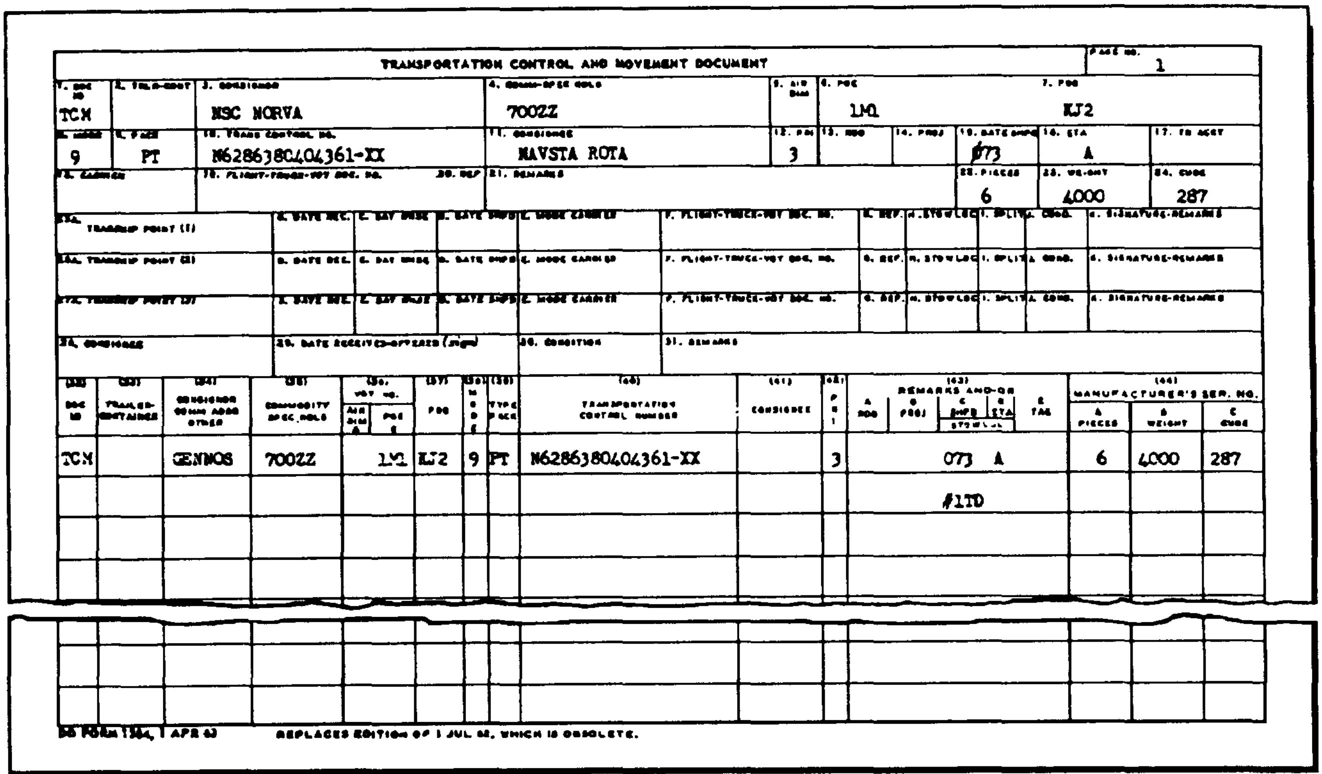


Figure 14-8.—MIL-STD Symbol 1341.



09NP0135

Figure 14-9.—Ocean manifest.

The stowage location should be indicated on the ocean manifest which is then taken to the supply office. All shipping documents should be kept in the supply office for use in planning the delivery of the freight. When the freight is delivered, the consignee signs for it on a copy of the shipping document. This copy should be retained in the supply office files as proof that the material was delivered.

TRACING A SHIPMENT

MILSTAMP provides for tracing a shipment after supply status has been received under MILSTRIP. The requisitioner may request the shipping activity to institute a MILSTAMP tracer once a supply status has been received and the material receipt date has passed.

The tracer is routed through the transportation system according to the routing instructions shown on the original TCMD. It continues until it intercepts the shipment or inches a point where the exact status of the shipment is known. At that point, the status is added to the tracer and returned directly to the requesting activity.

PACKING FOR SHIPMENT

The supply department is responsible for preparing material for shipment.

The items that you receive for shipment will range from the very rugged to the very delicate. Some items contain delicate mechanisms and require careful packing; rugged items may not require such care. NAVSUP P-485 and *Supply Afloat-Packaging Procedures* (NAVSUP P-484) contain specific instructions for items that require a particular type of packing or unusual precautions in handling. Be sure you understand these instructions. Also, follow Department of Defense publications pertaining to packing and crating.

TERMS

Ships are responsible for packaging mandatory repairable items. Terms relating to the packaging and shipping of repairable are defined in the glossary.

METHOD OF SHIPMENT

The nearest shipping authority decides on which of four available methods of shipment maybe used. They are:

1. United States mail
2. Army and Navy vessels
3. Government air Service
4. Commercial carriers
   a. Rail freight
   b. Air freight
   c. Motor truck
   d. Freight forwarders
   e. Ships of United States registry
   f. Ships of foreign registry
   g. Small parcel carriers (e.g., USPS, Federal Express).

DEGREE OF PROTECTION

The degree of protection given or required for packaging and packing to meet anticipated shipping conditions. Protection levels are defined as Levels A, B, and C. The level of packaging and packing of a shipment is marked on exterior activities of the level provided. An exterior containers in appropriate combinations to inform the receiving activities of the level provided. An exterior shipping container marked C/C indicates the packaging (first letter) and packing (second letter) are both Level C.

LEVEL A— The degree required to protect against the most severe conditions that may be encountered during shipment, handling, and storage.

LEVEL B—The degree required for protection when the condition areto be less severe than those requiring Level A, but more severe than time for which Level C is adequate.

LEVEL C—The degree required for protection under known favorable conditions during shipment, handling, and limited storage. Repairable must be given Level C protection since guarded handling is mandatory and the designated overhaul point is known.

TRANSPORTATION PRIORITIES

DOD Instruction 4410.6 established a Uniform Material Movement and Issue Priority System (UMMIPS) for the requisitioning and movement of material within the DOD distribution system. The policy and criteria established by UMMIPS for determining and observing the priority of material movement by shipping activities is implemented in DOD MILSTAMP Regulation. Transportation priorities (TPs) and movement criteria for material not covered by UMMIPS are included in MILSTAMP for the purpose of expressing uniformity of demands for transportation service upon the Defense Transportation System (DTS).

The UMMIPS time standards imply that highspeed transportation may be necessary to meet the requirements of operating forces for high-priority material demands (priority designators 01-08). Under these conditions, the basic objective is to satisfy customer demands on time, without operating and transportation costs becoming an overriding factor.

Transportation priorities are normally assigned based on the priority designator of the requirement being shipped. Table 14-1 shows the relationship between priority designators and transportation priorities. TRANSPORTATION PRIORITIES WILL NOT BE UPGRADED except by specific modification to original supply demands. "EXPEDITED HANDLING" shipments (UMMIPS priorities 01-03 with code '999" indicated in the RDD field of the requisition) will be afforded the highest precedence of handling prescribed in this regulation, overriding all other priorities, projects, and RDDs. In addition to the three TPs just mentioned TP4 is used in MAC airlift for deferred airfreight on the basis as authorized by MILSTAMP.

MILSTAMP AIR SHIPMENT

Air shipment within DTS is normally limited to transportation priorities 1 and 2 (PD 01-08) shipments. However, transportation priority 3 (PD 09-15) shipments with advanced RDDs may qualify. Naturally, air shipment would be used if it were more economical or if surface transportation were not available. The three major military airlift systems used by the Navy are the Military Airlift Command (MAC), QUICKTRANS, and Fleet Logistics Airlift System.

PACKAGING REPAIRABLE

The objectives of the mandatory turn-in repairable program are to expedite the immediate return of repairable, and to provide adequate packaging that will

Table 14-1.-Relationship Between UMMIPS Issue Priority Designators (PD) and MILSTAMP Transportation Priorities (TP)

UMMIPS PD	Transportation Priority (TP)
01-03	1
04-08	2
09-15	3

ensure the safe return of an item. Detailed procedures for packaging of repairables are contained in *Supply Afloat Packaging Procedures,* NAVSUP P-484.

CARGO

On ships that are primarily cargo ships, a cargo officer (who may or may not be in the supply department) is assigned the responsibility of receipt, custody, stowage, and delivery of cargo.

CLASSES OF CARGO

Military cargo may be divided into the following general classification.

GENERAL—Miscellaneous material packed in boxes, bales, crates, packages, bundles, or on pallets.

PERISHABLES—Meats, fruits, vegetables, milk, and medical department supplies which must be kept under refrigeration.

VEHICLES—Wheeled and tracked equipment including weapons. Most vehicles need definite deck space, headroom, and other clearance.

TROOP SPACE CARGO—Seabags or barracks bags, footlockers, bedrolls, and office equipment. This cargo should be placed in an accessible stowage space.

HEAVY-LIFT CARGO—Exceeds the capacity of available booms and requires special handling equipment. The safe working load (SWL) is usually marked on the boom heel.

DANGEROUS CARGO—Explosives, flammable liquids and solids, oxidizing material, corrosive liquids, compressed gases, poisons, radioactive material, and other hazardous articles. Dangerous cargo may be referred to as "Label Cargo" because Federal regulations require that suitable warning labels be affixed to all such material.

SECURITY CARGO—Material of unusual value or of a highly pilferable nature which is given special handling, stowage, and protection; such as shipments of narcotics liquor, high-value technical equipment, and ship's store stock.

CLASSIFIED CARGO—Shipments of equipment or publications classified as "confidential" or higher. These shipments must be safeguarded in accordance with the *Navy Security Manual for Classified Information,* OPNAVINST 5510.1.

CARGO LOADING

You should load and stow cargo in accordance with the stowage plan prepared by the cargo officer. How the cargo officer works up the plan depends on the amount and type of cargo and the way the ship is to be loaded. That is whether it is a combat load for an amphibious operation, fleet-issue load for replenishment at sea, or base load for an advanced base.

If it is a combat load, the articles of equipment needed first will be loaded last. Articles and supplies that will not be needed until later will go in the bottom of the hold. Vital equipment will be stowed where it can be offloaded first

Fleet-issue loaded ships are not loaded to capacity because a lot of space is sacrificed to provide passageways. The passageways are required to make all items in the holds accessible. This material is transferred during underway replenishment as required by the receiving ships; therefore, it must be stowed so that all items are readily available.

The base load gives the cargo officer more leeway in planning, but still requires that cargo be loaded according to certain basic principles of stowage and rules of common sense.

In the stowage of cargo, the Navy strives to meet the following conditions:

- Protect the ship and crew from damage or injury,
- Protect the cargo from damage,
- Make maximum use of available space,
- Maintain maximum stability of the ship, and
- Attain speed in loading and unloading.

SHIP'S NOMENCLATURE

Cargo holds vary in size and shape depending on the ship and their location aboard ship. Typical forward and after holds are shown in figures 14-10 and 14-11 respectively. You will understand cargo handling in a ship's hold much better if you are familiar with the applicable ship's nomenclature.

CARGO STOWAGE

The following paragraphs discuss some of the basic principles of stowage. They are not only applicable to stowing cargo, but may also be used to good advantage when stowing ship's material.

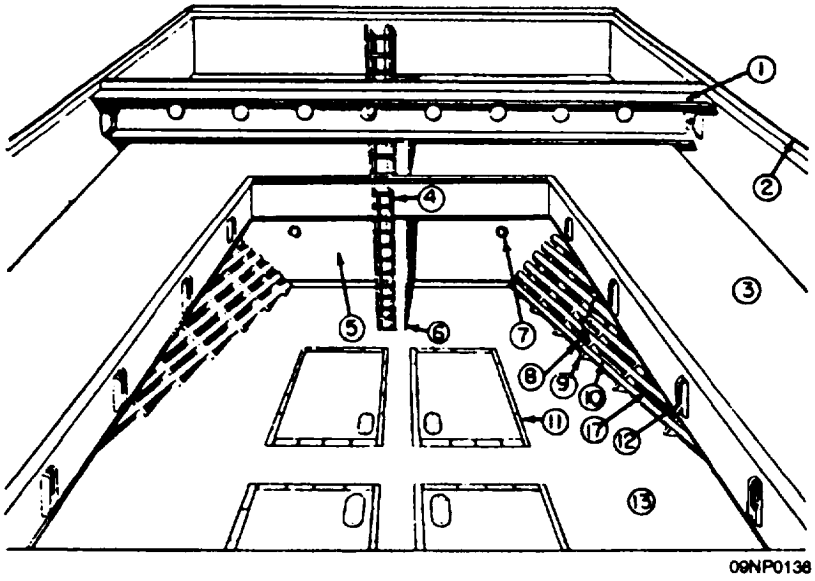
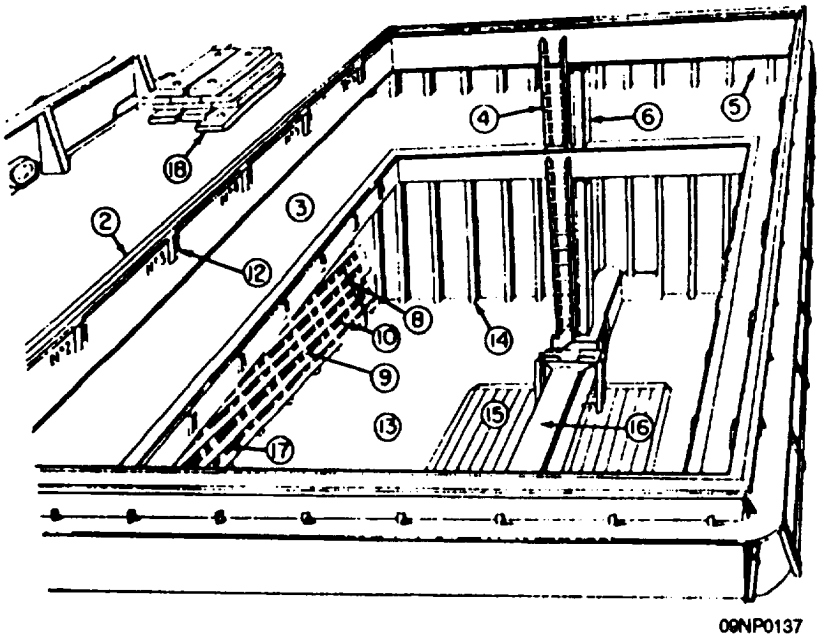


Figure 14-10.-Forward hold of a ship.



1. Beam
2. Coaming
3. Tween deck
4. Hatch ladder
5. Bulkhead
6. Stanchion
7. Ring
8. Flare
9. Frame
10. Sweat batten
11. Tank top
12. Beam socket
13. Lower hold
14. Stiffener
15. Ceiling planks
16. Shaft tunnel
17. Skin
18. Hatchboards

Figure 14-11.-After hold of a ship.

USE OF DUNNAGE

Dunnage is any type of material used to protect the ship and the cargo. Generally, roughfinished, low-grade lumber is used, but you can also use burlap, cardboard, heavy paper, and metal battens.

The main function of dunnage is to make the cargo an integral part of the ship thereby protecting both the ship and the cargo. Dunnage has the following specific uses:

PREVENTS CHAFING—Dunnage prevents one article from robbing against another as illustrated in figure 14-12.

PREVENTS MOVEMENT—Figure 14-12 also shows dunnage between the last two bombs. It fills space which, if left unfilled, would permit the bombs to shift.

PROVIDES SEPARATION OF CARGO—Material such as burlap or heavy paper may be effectively used to separate types of lots of material.

Figure 14-12.—Dunnage used to fill space.

EQUALIZES PRESSURE—Figure 14-13 illustrates how dunnage is used in "flooring off" to distribute the weight of cargo in succeeding layers.

CRIBBING—Cribbing consists of beams formed into a framework to provide support to heavy equipment or other material.

PERMITS DRAINAGE—When laid athwartships or fore and aft, according to the design of the ship, dunnage permits water to flow into the drainage system.

PROVIDES VENTILATION—When laid athwartships or fore and aft, according to the design of the ship, dunnage provides circulation of air through the cargo.

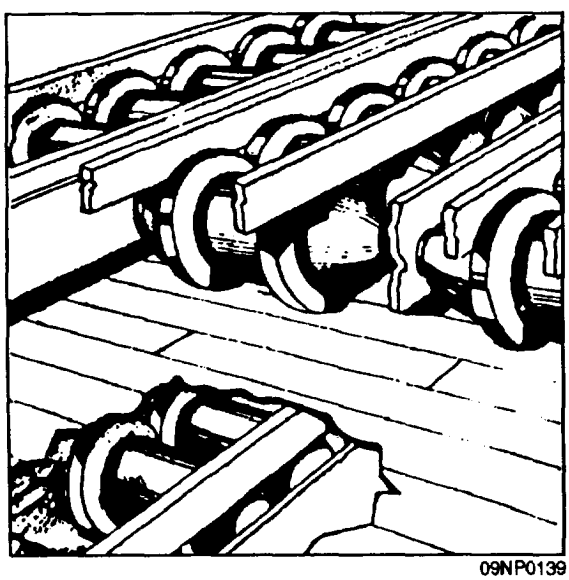


Figure 14-13.—Flooring off.

BULKHEAD—Dunnage makes a good bulkhead against a tier of cargo. Since the bulkhead will provide considerable stability to the cargo, suitable bracing must be installed.

CHOCKING AND BRACING—Dunnage can be used to chock and brace heavy machinery and crates to prevent shifting. Dunnage serves a useful purpose in stowing cargo, but it can also damage cargo. For example, wet dunnage in the hold of a ship produces excessive moisture that may damage the cargo. Oil-stained or dirty dunnage can contaminate foodstuffs. It is a good practice never to reuse dunnage until it has been inspected, washed and dried as needed, and sorted for specific purposes.

There is no definite set of rules governing the use of dunnage. When using it, you should also use thought and common sense.

Bagged Material

Many commodities are packaged in burlap or paper bags. Bagged cargo must be stowed so that it will not be damaged by moisture. Dunnage should be used to prevent it from touching stanchions, beams, or other structures that could cut or tear the bag.

Several ways of stacking bags are shown in figure 14-14. Alternating the bags such as shown in view A makes a more secure stack. The method in view B provides more ventilation for material that requires it. View C shows how dunnage may be used to tie together the stacks, making them more secure and also providing increased ventilation. Stacking as shown in view D permits more bags to be stowed in a given space but ventilation is greatly reduced.

Cases and Cartons

Generally, cargo consists of an assortment of wooden and fiberboard boxes and cases constructed in various sizes and shapes, and which may or may not be palletized. Careful planning is necessary when you are stowing such cargo. Skill is also necessary in placing dunnage. The largest and heaviest cases should be stowed in the lower holds, and the smaller boxes should be placed between and around them. This protects the smaller and lighter cartons and helps to keep the tiers level. Also less dunnage is required. Figure 14-15 shows another example of using dunnage to floor off, to distribute the weight of a second level of material evenly over the first. Using dunnage in this manner is particularly important when stowing containers of unequal size and weight.

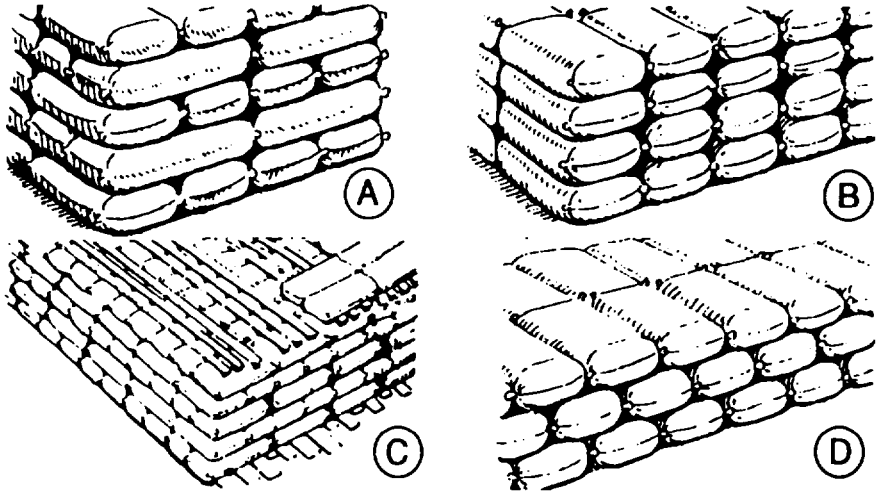


Figure 14-14.-Stacking bagged goods.

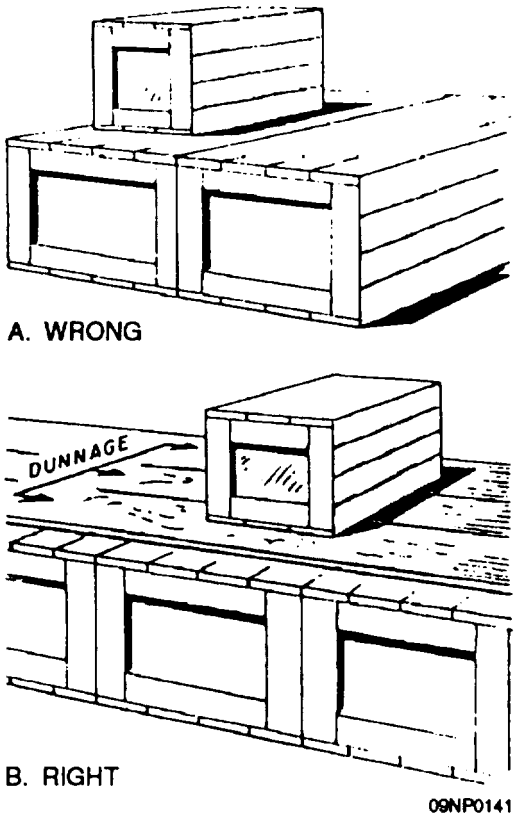


Figure 14-15.—Right and wrong ways to stack boxes.

Heavy containers should be landed on rollers or dunnage when using a crane or ship's booms to load and when it is impractical to use materials handling equipment. This permits safe removal of the slings. If rollers (such as lengths of pipe) are used, they provide an effective means of moving the item into the stowage location in a hold or on deck. (See figure 14-16.) A handtruck may then be used as a pry to remove the rollers.

Small boxes, cases, and crates can be secured as illustrated in figure 14-17. Run the line from one securing point around the box to a securing point on the opposite side. If the line is light or the box heavy, run

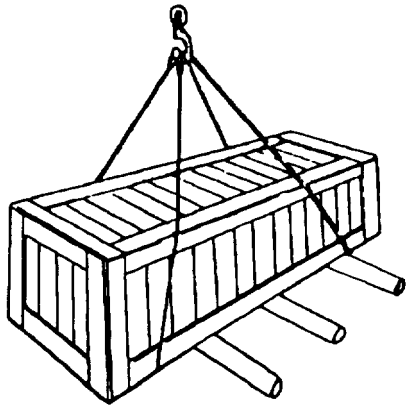


Figure 14-16.-Landing a case on rollers.

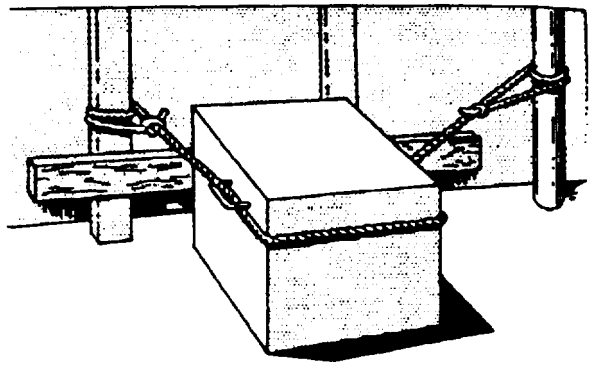


Figure 14-17.-Proper way to secure small boxes.

the line back and forth two or three times. Lash boxes tight against something solid, such as a bulkhead. When this is not possible, place planks or dunnage across two or more stanchions or beams and lash the box against them.

Do not tie lashings to electric cables small or lagged pipes, door or hatch dogs or hinges, electric motors, lifeline stanchions, or to anything not firmly secured.

IDENTIFICATION OF HAZARDOUS MATERIALS

Hazardous chemicals and materials used by the Navy are identified as Military Standard (MIL-STD) symbols. The symbols are listed in HMIS and are for stowage and materials-handling operations only. The type of symbols used is determined by the material involved.

Stowing Hazardous Materials

Requirements for stowage of industrial chemicals and materials are provided by the assignment of stowage codes. These codes are listed in HMIS.

DECK CARGO

It may be necessary to stow some cargo on deck because of its nature, size, or shape. This cargo may include flammables, bottled gases, acid, heavy machinery, and vehicles. Considerable care and planning are necessary in securing this cargo to provide for the safety of personnel and the ship and the security of the cargo.

Cargo must be located so that vents, firefighting equipment, bitts, chocks, and sounding tubes are not blocked off. It may be helpful to measure and mark off stowage locations with chalk prior to loading. Cargo must be properly secured to prevent shifting because of pitching or rolling of the ship. To accomplish this, it is often necessary to weld padeyes or braces to the deck.

Deck cargo is normally stowed by Boatswain's Mates. When it is necessary for you to stow cargo on deck, make sure that the cargo is adequately protected against the weather, sea, and motion of the ship, and that personnel and the ship are protected against injury or damage by the cargo.

SAFETY

Accidents are costly in human life and property damage. The Storekeeper should observe *safety* precautions and make sure that all personnel working under your supervision observe safety precautions at all times. The hoisting and handling of heavy stores, the handling of powerdriven equipment, and the storing of acids and material subject to for and explosion are all dangerous tasks. Proper safety precautions must be rigidly observed to prevent accidents. Always remember "Accidents do not just happen; they are caused." Among the more common types of accidents encountered in the handling of stores are personnel being hit or thrown, or slipping and falling. These are discussed in the following paragraphs.

BEING HIT OR THROWN

Personnel may be hit or thrown due to any of the following:

1. Defective equipment. Worn or defective equipment should be reported immediately upon detection. Temporary repairs to items such as chains and slings must not be made with wire.
2. Thrown or tipped objects. Personnel must not be allowed to throw objects such as blocks, crowbars, and chain slings from the hangar deck down into storerooms. Personnel working aloft should be cautioned not to drop tools or objects to the deck below.
3. Improperly assembled drafts. Cargo nets should never be loaded in such a manner that items are likely to fall out or be crushed during hoisting.
4. Not standing clear. The words "stand clear" should be passed when cargo or hoisting gear is being lowered into a hatch or from the hangar deck to the pier. Personnel in storerooms should go forward or aft of the hatch opening when cargo is being lowered.
5. Improper landing. Cargo should be guided to a safe landing after being stopped about 1 foot above the deck.
6. Loads stopped overhead. If loads being hoisted must be stopped before being lowered, they should be stopped over the weather deck never over open hatches or over the heads of personnel.

7. Collisions. Normally, traffic between drafts and stowed cargo should keep to the right. Personnel should be cautioned to be alert to avoid foot injuries caused by the dropping or shifting of heavy objects. Care should be taken in operating forklifts, tow motors, etc., to prevent collisions with obstructions and personnel.

8. Standing in the bight of a line. Personnel should be cautioned never to stand in the bight of a line or the eye of a cargo strap or sling. The result might be the loss of leg(s) or more serious injury.

SLIPPING AND FALLING

During loading and offloading there are several potential dangers which may cause slipping and falling. Some of the most common of these are described as follows:

1. Open hatches. Guards should be posted near open hatches, and safety lines must be rigged around such openings when stores are being loaded or offloaded.

2. Temporarily covered hatches. Temporarily covered hatches, such as hatches covered with tarpaulins, may offer a greater danger than open hatches. Such coverings should not be used except when absolutely necessary due to inclement weather, etc.

3. Riding hooks or loads being hoisted. During the loading of stores, personnel should never be allowed to ride cargo-handling equipment such as hooks, cargo nets, pallets, etc., being hoisted from the dock to the ship.

4. Removed handrails. When handrails are removed to load stores or for other reasons, guards must be posted or the working area roped off to prevent personnel from falling overboard.

5. Ladders. Personnel should not be allowed to use ladders in the square of a hatch when stores are being lowered or hoisted in the hatch. Great care should be exercised in the use of ladders when hatchboards from several decks have been removed. Stairway-type ladders should be used when practicable and available.

6. Defective wharf. The inspection and maintenance of the wharf or pier are primarily the responsibility of the shore station. However, defective flooring, etc., should be reported by the Storekeeper immediately upon detection of the defect.

7. Slippery decks. To prevent injury to personnel, a slippery material such as oil, grease, or ice on decks and piers should be removed at once or covered with sand, cinders, sawdust, or other antislip material.

SHIPMENT OF PERSONAL EFFECTS

Personal effects consist of articles having an intimate relation to the owner or custodian. They may include Navy-owned special clothing and equipment, clothing prescribed by the *Navy Uniform Regulations,* money, negotiable and nonnegotiable instruments, and miscellaneous articles of intrinsic, sentimental, and utility value.

You may be called upon from time to time to effect disposition of personal effects that were lost, abandoned, or unclaimed. They may have belonged to personnel missing, deceased, desired absentees, or deserters. When the owner of personal effects cannot be located, every effort must be made to locate the next of kin, the heir, or the legal representative of the owner. It is the responsibility of commanding officers afloat and ashore to initiate inquiries for this purpose.

As a member of the supply department, you may share some of these responsibilities. Upon receipt of personal effects, the supply department is responsible for their custody, storage, security, shipment, disposition, and for the maintenance of adequate records of them. Detailed instructions for conducting the inventory of personal effects and preparing NAVSUP Form 29 are found in NAVSUP P-485. A sample NAVSUP Form 29 (both front and reverse sides) is shown in figures 14-18 and 14-19.

A Storekeeper afloat is seldom concerned with the shipment of household goods. At a shore station, however, an SK may be assigned to a billet requiring knowledge about shipments. Before you can advance in rate, therefore, you must meet the qualifications covering the shipment of household goods.

Shipment of personal effects is accomplished using DD Form 1199 (see figure 14-20). NAVSUP P-485 contains instructions for preparing it as a shipping document for personal effects.

INVENTORY OF PERSONAL EFFECTS
(Lost/Abandoned/Unclaimed)
NAVSUP Form 29 (REV 5-78)

THE PRIVACY ACT OF 1974. AUTHORITY: Title 5, U.S.C. Code 5724. USE OF SSN authorized by Executive Order 9397 of 22 November 1953; Title 4, U.S.C. Code 406. PRINCIPAL PURPOSE: To serve as a record of property impounded by the Government incident to a member's death or disappearance. ROUTINE USES: (a) Serves as a record of all property impounded by Government which has been left behind by members who have disappeared or belonging to deceased members or employees. (b) Serves as a source document for preparation of shipping documents used to return property to next of kin or legal owner. VOLUNTARY: Lack of SSN on this form will not directly affect the member. When it is furnished, however, it precludes any possible mistaken identity, when names are the same, and this is a frequent occurrence.

NAME (LAST, FIRST, MIDDLE)	SSAN
JOHNSON, LARRY, BROWN	960 49 7301
SHIP/STATION	DATE ACQUIRED CUSTODY
USS JOHN PAUL JONES (DDG-32)	10 JAN 1979

HOME OF RECORD
973 "M" ST., S.E., WASHINGTON, D.C. 20381

NAME & ADDRESS OF NEXT OF KIN/HEIR/LEGAL REP
MR. JOSEPH L. JOHNSON (FATHER) 973 "M" ST., S.E., WASHINGTON, D.C. 20381

REASON FOR INTERVENTION (SELECT ONE ITEM)

☒ DECEASED ☐ DECLARED AWOL/DESERTER ☐ MENTALLY/PHYSICALLY INCAPACITATED
☐ MIA ☐ TRNSFRD ON LV OR TEMDU ☐ TRNSFRD W/O BELONGINGS

DATE: 10 JAN 1979

INVENTORY BOARD APPOINTED	DATE OF APPOINTMENT	APPOINTED BY (TYPED NAME OF CO/OINC SIGNATURE)
SENIOR: LT W. B. MCDONALD OTHER: FT1 K. MORRIS	10 JAN 1979	CDR R. E. DODSON, USN

REC'D FR INVENTORY BOARD DATE:	SIGNATURE/RANK/TITLE OF RECEIVING OFFICER	SHIP/STA (IF OTHER THAN AB)
10 JAN 1979	LT I. L. GARNER, SC, USN SUPPLY OFFICER	

STATEMENT OF UNSETTLED FINANCIAL TRANSACTIONS

OWED TO ABOVE-NAMED MEMBER BY	AMOUNT	OWED BY ABOVE-NAMED MEMBER TO	AMOUNT
NONE			

PERSONAL EFFECTS BEING SHIPPED TO:
☐ NEXT OF KIN ☐ LEGAL OWNER ☐ PEDC CHEATHAM ANNEX ☒ PEDC OAKLAND CA

REMARKS (OVERSEAS/TYPED NAME OF CUSTOM INSPECTOR (IF APPLICABLE)
CUSTOM INSPECTOR: SK2 DARYL (NMN) WILSON
TRANSFERRED ON EXPENDITURE INVOICE R52192/9010/7012
TO: COMMANDING OFFICER, NAVAL SUPPLY DEPOT, YOKOSUKA JAPAN
FOR FURTHER SHIPMENT TO: PERSONAL EFFECTS DISTRIBUTION CENTER, NAVAL SUPPLY CENTER, OAKLAND, CALIF.
CLASS 3 MONEY: TREASURY CHECK #7,943,298 ISSUED IN THE AMOUNT OF $31.57, PAYABLE TO COMMANDING OFFICER, PEDC, NAVAL SUPPLY CENTER, OAKLAND, CALIF.
FORWARDED: REGISTERED MAIL REGISTRY #421

09NP0144

Figure 14-18.—Example of a NAVSUP Form 29 (front).

NAME (LAST, FIRST, MIDDLE): JOHNSON, LARRY, BROWN

SSAN: 960 49 7301

ASSIGNED TO: "W" DIVISION

DATE: 10 JAN 1979

LIST OF PERSONAL EFFECTS

CLASS I BEDDING	DESCRIPTION	NUMBER
	BLANKET	
	COVER, PILLOW	
	COVER, MATTRESS	
CLASS II-CLOTHING PRESCRIBED BY NAVY UNIFORM REGULATIONS	BAG, DUFFEL	1
	BELT	2
	BLOUSE/SHIRT	
	CAP (BLK/LB/KHAKI)	
	COAT (UTILITY/WINTER)	1
	COAT (RAIN)	1
	COAT UNIFORM (WINTER/SUMMER)	1
	GLOVES/HANDBAG	
	HAT (COMBINATION)	1
	HAT, COVERS (WH/BLK/KHAKI)	1
	HAVELOCK	
	HOOD, RAIN	
	INSIGNIA (AS REQUIRED)	
	LINGERIE	
	NECKTIE	2
	SCARF	
	SHIRT (WH/BLK/KHAKI)	1
	SHIRT (UTILITY)	2
	SHOE (DRESS)	1
	SHOE (GYM/SAFETY)	
	SHORTS	
	SKIRTS	
	SLACKS	
	SOCKS	6
	TROUSERS (UTILITY)	3
	TROUSERS (BL/WH/KHAKI)	1
	UNDERSHIRT	6
	UNDERDRAWERS	6

CLASS III - MONEY	DENOM.	NO.	AMOUNT
BILLS	$ 20	1	20 00
	10	1	10 00
	1	1	1 00
SUBTOTAL			
COINS	$1.00		
	.50		
	.25	1	25
	.10	2	20
	.05	1	05
	.01	7	07
	.		
SUBTOTAL			57
FOREIGN CURRENCY			
TOTAL			31 57

CLASS IV - NEGOTIABLE & NON-NEGOTIABLE INSTRUMENTS	VALUE
TOTAL	

CLASS V - MISCELLANEOUS ARTICLES OF INTRINSIC, SENTIMENTAL & UTILITY VALUE

RAZOR (NORELCO) (1 EA)
WATCH (SEIKO) (1 EA)
RADIO (PANASONIC) (1 EA) SER R-1492

REMARKS

INVENTORY BOARD

SEAL NO.

SENIOR BOARD MEMBER: LT W.B. MCDONALD

DATE OF INVENTORY: 10 JAN 1979

OTHER BOARD MEMBER: FT1 K. MORRIS

FOR USE OF SUPPLY OFFICER

DISPOSITION (*If other than owner/bailee or shipment to other activity*)

APPROVED BY (*Signature of appointing officer*)

09NP0145

Figure 14-19.—Example of a NAVSUP Form 29 (back).

SHIPPING CONTAINER TALLY ⟶ 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50

REQUISITION AND INVOICE/SHIPPING DOCUMENT

SHEET NO. 1 | NO. OF SHEETS 1 | 6. REQUISITION DATE | 5. REQUISITION NUMBER

1. FROM
(R52192) USS JOHN PAUL JONES (DDG-32)

7. DATE MATERIAL REQUIRED | 8. PRIORITY

2. TO
(N62649) COMMANDING OFFICER
U.S. NAVAL SUPPLY DEPOT
YOKOSUKA, JAPAN

9. AUTHORITY OR PURPOSE
NAVSUP P-485 par. 1300

10. SIGNATURE
LT. I. L. GARNER, SC, USN

11a. VOUCHER NUMBER AND DATE
R52192/9010/7012

3. SHIP TO - MARK FOR
(N00228) PERSONAL EFFECTS DISTRIBUTION CENTER
NAVAL SUPPLY CENTER
OAKLAND, CALIF.

12. DATE SHIPPED | b.

13. MODE OF SHIPMENT | 14. BILL OF LADING NUMBER

15. AIR MOVEMENT DESIGNATOR OR PORT REFERENCE NO.

4. APPROPRIATION AND SUBHEAD	O&I CL	BUR. CONT. NO.	SUBAL. LOT	AUTHORIZATION ACCT'G ACTIVITY	TRANS. TYPE	PROPERTY ACCT'G ACTIVITY	COUNTRY	COST CODE	AMOUNT
		MEMORAN	DUM	INVOICE					

ITEM NO. (a)	FEDERAL STOCK NUMBER, DESCRIPTION, AND CODING OF MATERIAL AND/OR SERVICES (b)	UNIT OF ISSUE (c)	QUANTITY REQUESTED (d)	SUPPLY ACTION (e)	TYPE CONTAINER (f)	CONTAINER NOS. (g)	UNIT PRICE (h)	TOTAL COST (i)
1.	PERSONAL EFFECTS, PROPERTY OF: SN LARRY BROWN JOHNSON, 960 49 7301, USNR RECEIVED BY: _____ DATE: _____		NOTE:	CONTAINERS CONSIST OF: 1 EA SEABAG 1 EA SUITCASE 1 EA CARDBOARD BOX				09NP0146

16. TRANSPORTATION VIA MATS OR M&TR CHARGEABLE TO

17. SPECIAL HANDLING

RECAPITULATION OF SHIPMENT

	ISSUED BY	TOTAL CONTAINER	TYPE CONTAINER	DESCRIPTION	TOTAL WEIGHT	TOTAL CUBE
CONTAINER						
	CHECKED BY					
	PACKED BY					
				TOTAL		

18. RECEIPT

	DATE	BY	SHEET TOTAL
CONTAINERS RECEIVED EXCEPT AS NOTED			
QUANTITIES RECEIVED EXCEPT AS NOTED	DATE	BY	GRAND TOTAL
POSTED	DATE	BY	20. RECEIVER'S VOUCHER NO.

DD FORM 1 MAR 89 1149 (S-PT) 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

REPLACES EDITION OF 1 MAY 88 WHICH MAY BE USED | S/N 0102-011-1801 | ORIGINAL 09NP0146

Figure 14-20.—Example of a DD Form 1149.